



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

GLORIA J. JEFF
DIRECTOR

April 12, 2005

TO: ALL COUNTIES, CITIES, AND VILLAGES

**LOCAL BRIDGE PROGRAM DEADLINE FOR
APPLICATIONS - JUNE 15, 2005**

We are soliciting applications for candidate projects for the re-engineered Local Bridge Program. Selected projects will be funded during the 2007/8 and 2008/9 fiscal years. Enclosed are the application requirements and an overview of the updated program. Within your application, indicate which fiscal year you are committed to having your bridge project put under contract. Do not submit projects which cannot be committed to construction within these fiscal years. The applications must be submitted by the local agency owner. Applications received directly from a consultant will be rejected and returned to the local agency.

To be eligible for bridge funds, the structure must meet the definition of a bridge. A bridge is defined as a structure with a total clear span of more than 20 feet, measured along the centerline of the roadway over a stream, watercourse, or opening. For a span bridge, this means that the clear opening span, measured face to face of the inside of the abutments, is 20 feet or greater. Multi-unit culverts are considered bridges if the total length as measured along the centerline of the roadway is at least 20 feet and if the distance between the culvert units is less than half the diameter of the smallest unit. This description is referenced in item number 112 of the "Michigan Structure Inventory and Appraisal Coding Guide." There are many multi-unit culverts under local agency jurisdiction that qualify as bridges, and thus, are required to be on the structure inventory and regularly inspected. Please check the multi-unit culverts in your area to see if they qualify under the "definition of a bridge."

Bridges being submitted for rehabilitation and replacement must be found on the Federal Sufficiency Rating list and applications must indicate whether the bridge work will be rehabilitation or replacement.

Based on the Federal Highway Bridge Replacement and Rehabilitation Program (HBRRP), rehabilitation is defined as "The major work required to restore the structural integrity of a bridge as well as work necessary to correct major safety defects." Replacement involves replacing the entire substructure, superstructure and deck. In order for a bridge project to be eligible for replacement, the federal sufficiency rating must be less than 50. A bridge project is eligible for rehabilitation, not for replacement, when the federal sufficiency rating is greater than or equal to 50 and less than or equal to 80. The federal sufficiency ratings for all structures are updated yearly and can be found on MDOT's web site. If a bridge has undergone rehabilitation and/or has been replaced within the past 10 years, it is not eligible for local bridge funds.

Applications will be reviewed for completeness and preliminary, computer generated, rating points will be assigned. Site visits will be performed with written reports created by MDOT's Local Agency Bridge staff. The applications, preliminary rating points, and the site visit reports will then be forwarded to the respective Regional Bridge Councils for their review and the addition of the discretionary rating points.

All applications must include the requirements listed below and on the enclosed pages. All bridge applications submitted in previous years that have not been approved for funding have been discarded. The Regional Bridge Councils and the Local Bridge Advisory Board will only consider applications submitted during the current years' call. Incomplete applications will be rejected and will be returned to the local agency.

The following information will assist you in preparing your application and to allow for more accurate estimates. For bridge rehabilitation projects, the estimated repair costs will vary by the type of work. Below is a list of items required in the application for rehabilitation projects; these are in addition to the required items listed in the "Application Requirements" enclosure.

- a) The area and percentage of delaminated deck.
- b) The area of deck patches and their percentage of total deck area.
- c) The area and percentage of delaminated substructure.
- d) The beam conditions including the area, location, and percentage of section loss.
- e) An engineer's estimate of different repair options for comparison.
- f) Photographs of the structure's deck, beams, and substructure units documenting the bridge condition.

Enclosed is a 2004 scoping document that indicates per unit cost estimates of various rehabilitation options. This will be helpful in determining the estimated costs for different types of repairs. All estimates for projects to be constructed beyond 2005 should incorporate an annual inflationary factor of 3%.

For replacement projects, use the enclosed scoping document or the MERL estimating program to determine the estimated construction cost. At a minimum, the average cost per square foot of proposed bridge deck area should be estimated at \$135, the average cost per station (100 lineal feet) of roadway approach should be estimated at \$20,000 and the overall project cost should be at least \$300,000. Again, all estimates should incorporate an annual inflationary factor of 3%.

Please be informed that the structure rehabilitation, replacement and approach construction costs may be eligible for a maximum of 95 percent participation from federal and/or state funds. The right of way, design engineering, and construction engineering costs are not eligible for Local Bridge Program funds.

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Applications must be postmarked **no later than June 15, 2005. Applications postmarked after June 15, 2005, will be rejected and returned to the local agency.** We encourage you to submit your applications early if they are complete.

If you have any questions, or need further information, please contact Mr. Mark C. Harrison, Bridge Program Manager, at (517) 373-2346 or Mr. Carl L. Smith, Bridge Technical Specialist, at (517) 335-2227.

Sincerely,

Mark A. Van Port Fleet
Engineer of Design

Enclosure

APPLICATION REQUIREMENTS

(Standard & Emergency Applications)

1. Include the most recent Structure Inventory and Appraisal (SI&A) Form and Bridge Inspection Form (BIR). These forms must have been updated within the 24-month period, prior to June 1, 2005. The information on the SI&A form submitted with the application will be used to determine the preliminary, computer generated, rating points.
2. Submit a legible map (8 ½" X 11") showing:
 - a. Emergency facilities such as fire stations, hospitals or police stations.
 - b. Schools and other significant traffic generating facilities.
 - c. The alternate routes or detours which must be used as a result of load limits or closures.
 - d. Do not color code this map, it will be reproduced on a black & white copier.
3. For all applications, include a minimum of two photographs of the following:
 - a. One showing the structure's alignment.
 - b. One showing the structure's profile view.
 - c. If the bridge is posted, include one photograph of the bridge clearly showing the current posting sign. These photos need to be of good quality in order to reproduce copies on a black & white copier.
4. For rehabilitation project applications, also include photographs of the following:
 - a. The deck showing the areas of delamination and patches.
 - b. The substructure units showing areas of delaminations/spalls.
 - c. The beams showing areas of cracks and delamination for concrete and local areas of corrosion and/or local failure for steel.
 - d. The photos need to be of good quality in order to reproduce copies on a black and white copier.
5. Submit a narrative which includes the following:
 - a. The responsible local agency contact person's name, title and telephone number.
 - b. A statement explaining the economic importance of the structure.
 - c. In a short paragraph, if there is currently a detour for the structure, explain "Existing detour currently affects"
 - d. In a short paragraph, if the structure is or would be closed, explain "If the structure is closed, the detour would affect...."
 - e. If the structure is closed, what year the structure was closed.
 - f. A statement of any maintenance done on the structure either past or present.
6. Clearly indicate the Driver Delay Time in hours: $\text{Driver Delay Time} = (\text{miles of detour} \div \text{posted speed}) \times (\text{average daily traffic})$. The detour length is defined as the distance around the bridge from reference line A to reference line B, over a comparable route. If the roadway does not have a posted speed limit, the prima fascia speed of 55 miles per hour shall be used.
7. Submit a breakdown of the estimated replacement or rehabilitation as follows:

1. Right of Way (if any)	(1) \$ _____
2. Design Engineering	(2) \$ _____
3. Construction Engineering	(3) \$ _____
Total (1,2,&3)	Total \$ _____
A. Approach Construction	(A) \$ _____
B. Structure Construction	(B) \$ _____
Total (A & B)	Total \$ _____

8. Submit a "**Priority List**" listing all the structures that you want rated. Any application not containing a total priority list of all applications will be considered incomplete, and will be rejected and returned to the owner.
9. Previous years' applications have been discarded. The Regional Bridge Councils and the Local Bridge Advisory Board will only review applications submitted during the current call for applications. After the applications have been reviewed and projects have been selected for funding, all non-funded bridge applications will be discarded.
10. For each application, submit a current resolution, signed and dated, from the governing board supporting the project. Letters of local support are recommended but are not mandatory.
11. Do not staple the application together or put in a booklet or binder, as it needs to be reproduced on a black & white copier.
12. Any application that is not complete will be rejected and returned to the local agency. Common examples of incomplete applications are those that are missing up to date SI&A forms, photos of postings, load ratings, missing resolutions, and priority lists. A complete application must be postmarked by the June 15, 2005, deadline.
13. An application may be submitted at any time during the year for an emergency situation. An emergency is defined as a failure of a bridge due to: an act of God, vehicle collision, or as a direct result of a vehicle load that exceeded the posted and/or legal bridge capacity. Failure due to deterioration over time will not be considered an emergency. The LBAB will determine if a failure meets the emergency criteria and if so, if funds are available to fund the project.
14. Clearly indicate whether the application is for rehabilitation or replacement.
15. All applications must be on the Federal Sufficiency rating list which can be found on MDOT's website. For replacement projects, the Federal Sufficiency rating must be less than 50. For rehabilitation projects, the Federal Sufficiency rating must be between 50 and 80. Applications for projects that do not appear on the Federal Sufficiency rating list will be rejected and returned to the owner.
16. Clearly indicate which fiscal year you are committed to having your bridge project let to contract.

All applications must be submitted directly by the **LOCAL AGENCY** (not their consultant) to:

Carl L. Smith
Local Agency Programs-Design Support Area, MDOT
Van Wagoner Building
425 West Ottawa Street
P.O. Box 30050
Lansing, Michigan 48909
Phone: (517) 335-2227